

TRIUMPH REVIEW

Detroit Triumph Sportscar Club

OFFICIAL PUBLICATION

www.detroittriumph.org



INSIDE THIS ISSUE:



DUDE, THAT'S MY CAR! Actually, Greg Walker, left, is racing to his car during TRF's Summer Party drag racing event. Page 7



CRUISIN'... WELL, ALMOST: Some of the member cars parked on the Watch's lawn during the Woodward Cruise. Page 6

SUMMER PICNIC & POOL PARTY If you missed it, chances are you stayed dry, but you did miss out on a lot of fun for ages 5-90! Pictures and recap. Page 5

SEPTEMBER EVENTS:

- 3:** Board meeting, Royal Oak
- 8:** Battle of the Brits, Sterling Heights
- 10:** Member Meeting, Royal Oak
- 13-15:** TTC British Car Day, Ontario
- 18:** Summer British Knights, Roseville



DTSC Harsens Island Beach Party!

Come on in! The water's fine, just ask Peg Calkins

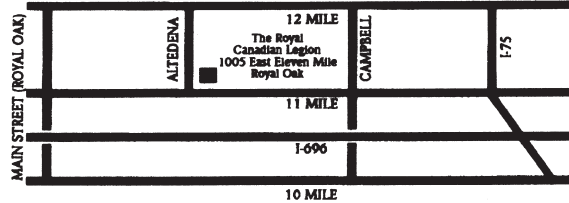
Combine all of these things: perfect weather, a pleasant hassle-free cruise to the cottage, a scenic riverside spot for a picnic, fun with a terrific bunch of people, a boatload (pun intended) of interesting freighters passing, a table spread worthy of a presidential visit, an impromptu musical hootenanny by James Tomaszycski, and the Triumph club's infamous Magic Triangle.* You have the makings of a grand time even if you tried to feel crabby that day. It was pretty obvious a grand time it was indeed had by all.

Probably the most surprising thing was the musical virtuosity of quite a few of our members as we got in the groove of everything from Elvis to the Bee Gees. The only thing lacking was the wooly tweed caps; for effects you know.

Among the participants were: Mike and Sharon Simon, TR4; Bill and Denise Goin, TR4; Dave and Laurie Carlson, TR3; Dave & Maureen Jonker, Jensen; Dave and Sue Snyder, MGB; Steve and Peg Caulkins, TR3; Mike Bilyk, TR4; John and Carol Uloth, TR6; Lesley Discher, Stag; Blake Discher, TR6; Jack Fuller, TR3; Dale Smioalski; Buck & Shelia Masters; James & Cathy Tomaszycski;

Continued on page 3

Above: Outing host and most-excellent chef Larry cooks up some hamburgers, chicken patties and hotdogs for members making it out for the Harsens Island Beach Party.



DETROIT TRIUMPH SPORTSCAR CLUB

ESTABLISHED 1959, OUR 43RD YEAR

An official chapter of the Vintage Triumph Register

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Regular membership meetings of the Detroit Triumph Sportscar Club are held on the second Tuesday of each month. Board meetings are held on the first Tuesday of each month. All meetings begin at 8:00pm at the Royal Canadian Legion, Post 84, 1005 East 11 Mile Road, Royal Oak, Michigan. Please see map above for location details.

All members are welcome and encouraged to attend board meetings and regular meetings.

Triumph Review is the official publication of the Detroit Triumph Sportscar Club and is published monthly for club members and editors of other British car clubs in the United States and Canada on a reciprocal basis. Please send requests to DTSC, Newsletter Editor, at address noted below. Materials for publication should be submitted via email or in writing to the editor: Blake J. Discher, 1363 East Fisher Freeway, Suite 8, Detroit, MI 48207; email to review@detroittriumph.org by the 20th of the month preceding publication. Please visit our website: www.detroittriumph.org.

Ideas for articles relating to club activities or of general interest to Triumph and other British car owners are welcome!

EVENTS CALENDAR

SEPTEMBER	3, Tuesday	DTSC Board Meeting Canadian Legion	DTSC
	8, Sunday	19th Annual Battle of the Brits Freedom Hill County Park	Synders & Carlsons
	10, Tuesday	DTSC Member Meeting Canadian Legion	DTSC
	13-15	Tour to TTC British Car Day, Bronte Provincial Park, Ontario	Sue & Dave Snyder
	18, Wednesday	DTSC Summer British Knights Local Color Brewery, Novi	Dave & Laurie Carlson
OCTOBER	1, Tuesday	DTSC Board Meeting Canadian Legion	DTSC
	8, Tuesday	DTSC Member Meeting Canadian Legion	DTSC
	16, Wednesday	DTSC Summer British Knights Bravo Restaurant, Roseville	Dave & Laurie Carlson
	TBA	DTSC Fall Colour Tour	TBA
NOVEMBER	5, Tuesday	DTSC Board Meeting Canadian Legion	DTSC
	12, Tuesday	DTSC Member Meeting Canadian Legion	DTSC
	TBA	DTSC Day at the Races #3	Sue Snyder & Mike Bilyk
DECEMBER	3, Tuesday	DTSC Board Meeting Canadian Legion	DTSC
	10, Tuesday	DTSC Member Meeting Canadian Legion	DTSC

Larry's Beach Party: Great People, Great Food, Great Weather!

From page 1

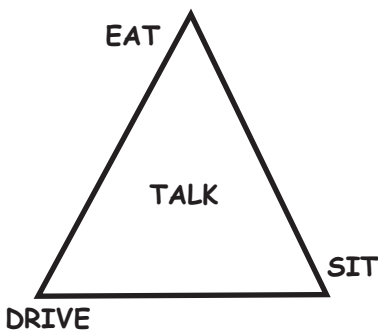
Larry & Sue Tomaszycycki, Spitfire. My sincere apologies if I missed anyone.

Bill Goin was overheating on the way to the island, so several members got right to work on diagnosing the problem. Several suspected the thermostat and it turns out Blake had one in his TR6 spare parts kit – with the gasket too! Even after the installation though, the car was still running hot. At the member meeting, Bill let everyone know that the problem was a bad temperature sending unit and not the thermostat afterall.

Sue and I would like to personally thank all that attended the party, we would also like to thank the DTSC for allowing us to host this event; what an honor in this dynamic organization.

Written by Larry Tomaszycycki

Oh yes the DTSC Magic Triangle goes something like this:



Above: From left, Lesley Discher, Maureen Jonker, Sharon Simon and Carol Uloth moved their chairs into the water to cool off at the beach party.

Left: Dave Snyder, right, stands with Larry's dad, Henry Tomaszycycki at Henry's house on Harsens Island.

Sixth Family Picnic and Pool Party: Wet, Wild 'n Wacky!



Well, hot and humid it was for the 6th Annual DTSC Family Picnic & Pool Party on July 28, and the steamy weather had everyone jumping in the water to get some relief from the heat.

The regular water gun wars also watered down those sitting poolside or on the deck, but no one was complaining. Although the sometimes dark skies and threat of showers kept some home, there were plenty of British cars displayed on the front lawn, and plenty of DTSC people enjoying the day. Members attending included Jeff & Jan Zorn, Jim & Sue Watch, Terry & Laura Walters, John & Carol "Pinky" Uloth, Rich Truett, Dave & Renee Thomas, Dave, Sue & Jaimie Snyder, Brian & Connie Sims, Alan Sheets & Linda Laskos, new members Hermann "the German" & Jeri Schaller, Ken & Judy Pardonnet, Dave Kyte, Dave & Maureen Jonker, Bill "Scotty" Goin, Jack Fuller, Blake & Lesley Discher, Dave & Laurie Carlson, Dan Campana, Steve Calkins, Mike Bilyk, and Pat Barber. There was a total of 17 beautiful British cars present, and taking center stage was Steve Calkin's gorgeous red TR3 – more on this later.

DTSC picnics began arriving shortly after noon and by 3:00pm, the lawn was pretty full of British cars. Of course, the torrents of rain we had received for the past two days made lawn parking a bit soggy and did limit the space we were able to use, but as usual, we coped. Parked right out front for all to see, was Steve Calkin's TR3. For

most of those present, seeing this car was quite a surprise as we really didn't think it would be ready so quick, in spite of Steve's protests that it was almost done. We have been teasing Steve for the past couple (12 to be exact – yeah, just a couple) of years about how we would probably all be in wheel chairs before it was done! Taking it all in stride, Mr. Calkins just continued working on the car and telling us it would soon be done. Well Steve, you may have needed several years to finish the project, but I'd say it was worth the time! Grinning from ear to ear, Steve was happy to share details and answer our questions about his work, and the results of the long ordeal are absolutely Triumph and very, very nice. Steve says he still has a few details to take care of – tool kit, etc. – but he is really having fun driving his car. Congratulations, Steve.

Our "picnic" was really quite a feast with the Club providing the main course of BBQ ribs, chicken, broasted potatoes and cole slaw, and the members taking care of all kinds of sides, salads, and desserts. As usual, we had no trouble hitting the chow line. It didn't take too long for everyone to get a full plate and later, a full stomach! Once we had devoured most of the food, some returned to the pool while others spent time kicking tires and socializing around the bar.

In what has become an expected occurrence, there was some thunder rumbling around and we got hit with a few very brief

showers. These were not much, but did inspire a few to get out the chamois. Hopefully, we will have our usual rain pattern this year and it *will not* rain at Battle of the Brits! The rain didn't do much to cool things off, however, so there were plenty of swimmers back in the pool.

As the day progressed, some members made early departures for home. Pretty soon, we were down to a group of 12 or so. Circling our lawn chairs on the drive, we began to discuss the Club and membership, looking for ways to improve. Although we all think DTSC is doing very well, we are always looking for ideas on improving attendance at events and meetings and finding new things to do. We talked about improving service to members and all agree that there is always room for improvement. Topics discussed also included the upcoming election of 2003 officers, which is rapidly approaching. (Remember, if you would like to nominate someone or run for an office yourself, contact any board member or come to the September, October, or November member meetings.)

Once we had talked about our ideas for the club and solved all of the world's problems, our impromptu roundtable session broke up and everyone headed for home. A couple hours of clean-up returned the Snyder house to normal, and we could



log another successful DTSC event in the books. Judging by the participation in this and many other DTSC sponsored events of 2002, I would say this has been a very good year for our club. The enthusiastic participation and increased attendance at meetings and events makes me think we are doing most things right. That doesn't mean that we can just leave things as they are, however, so if anyone has an idea for the club, please make it known.

Written by Sue Snyder

Top left: Some of the water-gun fighters pause just long enough for a photo.

Above: Pat Barber, Jack Fuller and Dan Campana check out the food selection.

My First Triumph: Mark Rollinson and Dad Discover LBCs

As is the case with most hobbies that have gotten out of control, most people will assign blame to someone else for their affliction. In the case of sports cars, and especially Triumphs, I can quickly assign blame to my father.

I can remember when Dad had no use for the strange, little, noisy sports cars of any marque. Once upon a time he worked for Chrysler Corporation as a tool and die engineer. He'd always had American cars. He couldn't imagine being safe in something so small. But the neighbor living next door to our new house outside Cleveland changed all that. This neighbor belonged to the local Austin Healey club and on Saturdays we could expect to be awakened early to the music of raspy exhaust tones of Sprites and Healey A100s which the noisy club members parked in our neighbor's front yard under a large oak tree. Dad took a dim view of this weekly festival of camaraderie. But little by little, though he wouldn't admit it, he began to look forward to the weekly car show. It was 1956 and the seed had been planted. There seemed to be more sports cars on the road all the time.

The neighbor eventually moved. Dad became interested in watching sports car races of one type or another. Nelson Ledges road course was close to our home and soon Mid-Ohio also became a regular destination on weekends. We would arrive at the tracks in the plush luxury of Dad's Dodge convertible. Hardly sporty. But I noticed Dad was now taking an active interest in the many sports cars in the parking lot. He was talking with the owners and was even entertaining the prospect of actually owning one. At age 12 or 13 I was giddy at the prospect of us owning a Healey or MG or Triumph. Dad's love was centered on the MGTD. I was more inclined toward the Austin Healey. More power and much sleeker.

And then the day came when, while driving around searching used car lots on one of our usual Sunday afternoon jaunts we spied a MGTD on a used car lot. It was perfect. Dark blue as I recall. Dad called on it the next morning and discovered that

it had already been sold. Dad felt terrible. I was heartsick. This, however, would not be my only disappointment in the world of automobiles in my life. It was difficult to determine who was more crushed that we missed out on owning the TD. But the event galvanized Dad's interest to search out another sports car. And he did.

Jaguar Cleveland was one of the pre-



Mark Rollinson's dad next to his 1963 MG Midget. Mark remembers the car was about to have its brakes bled. Note the jack on the ground.

mier sports car dealerships in metropolitan Cleveland. They sold, of course, Jaguars and MGs and Healeys and Triumphs. Unbeknownst to me, Dad had been scouring the used car lot at Jag Cleveland and other sports car dealerships for weeks. Finally he discovered something interesting. It was small. Very, very small. A wedge-wood blue 1963 MG Midget. It was the smallest car I had ever seen. It looked like it would fit nicely in the trunk of my mother's Impala. And rather than risk losing another treasure he bought it. The car was purchased on July 7, 1964 as a one-year-old one owner trade in.

We drove the Midget for a few years and took it to many sports car races. Although the title of this series of articles is supposed to be "My First Triumph," I must confess that the first car I ever drove all by myself was that MG. On weekends when Dad had to do paperwork in his office I would join him and we would drive the Midget to his office. While Dad poured over his paperwork in the office I drove the MG in endless circles and figure "8"s in the gravel parking lot behind the plant. Round and round, shifting that non-synco transmission and drifting the MG in the gravel parking

lot. I was only 14. I was in Heaven. I wanted leather driving gloves and a helmet!

We had many adventures with the car especially in downpours (epic leakage from everywhere), and windstorms were especially exciting. I could only watch Dad since my driving talents were confined to the gravel parking lot. But Dad had acquired the proper driving style for the Midget.

He was also getting to the point where his sense of humor as well as his butt were wearing thin with the jouncy ride of the stiffly sprung MG. He began to take more than a passing interest in Triumphs. While the TR3 held no appeal to him the TR4 was a solid hit. The power bulge on the bonnet and, oh my God, roll up windows, defrosters, a heater that didn't require you to turn valves under the bonnet plus a more pliant suspension were major selling points. But my father was a cautious man. He seldom purchased anything in haste. He wanted a new TR4 but it was now 1966 and the TR4A had just been introduced. Dad had hedged his bet and waited patiently to see what the new Triumph would look like. To him, despite the modest appearance differences from the TR4, the TR4A was not nearly as appealing and was generally a disappointment. And now, since Dad did not want to buy a another used sports car, we had missed our chance to buy a new TR4.

That is until the Jaguar Cleveland ad appeared in the Sunday paper. It seemed that Jag Cleveland had "misplaced" one of their new untitled TR4s. It was hidden under some canvas in one of their warehouses or some such rubbish that new car salespeople always seem to come up with. And, of course, it was the only brand new, untitled TR4 they had. And the only one, they claimed, in metropolitan Cleveland. We arrived at the dealership the same day the ad appeared in the paper. And the TR4 they showed us couldn't have been more perfect. A slightly lighter blue than our Midget with a white top and whitewall tires. It was beautiful. I don't recall much quibbling over price, something Dad was a master at. I think Dad telegraphed from the minute he stepped in the showroom

Continued on page 9

Jim and Sue Watch Host DTSC for Woodward Cruise

Saturday, August 17 was the eighth annual Woodward Avenue Dream Cruise, and the second year that DTSC has parked, displayed and partied at the Watch home.

Over forty Club members came to see the thousands of classic cars, fire-engines, trucks, motorized shopping carts, bathtubs, and anything else that has four wheels and a power train.

Once again this year club president Mike Simon ignored all health warnings and placed the club viewing area in a greenhouse gas intensive curbside zone.

Dave and Laurie Carlson arrived in the late afternoon in their new TR250, having just completed the signature hood striping only hours earlier. Other cars displayed included TR3, TR-4, TR6, Spitfire, Austin Mini, MGA, Bugeye, MGB, and Stag. The greatest number of cars was still the 4's, but the Stags were in second place. Where are the wedges?

We also had two Fiats and a Lancia Zagato from FLUID (Fiat Lancia Unlimited in Detroit), making Larry Tomaszycski happy as he saw his (and my) beloved Italian DOHC engine in a couple of different cars. Larry, maybe I can get a Yugo or Lada here next year.

Although rain was forecast towards the

end of the day (for the third year in a row), we escaped with the exception of a five minute sprinkle in mid afternoon. Those of us without tonneau covers and poorly engineered soft tops were real happy.

Blake Discher showed that he is the hardest working club member, spending most of the day working to polish GM's PR image. Blake also got tangled in the City of Royal Oak's red tape, asked to fill out a form in triplicate at the Fire Department to acquire a band-aid.

The party had the standard barbecue fare of hot dogs and hamburgers. The featured house special, deep-fried corn dogs went over big with the heart-unsmart set. Roger Cotting also reprised his famous "Shrimp Elizabeth", much to the delight of everybody. Thanks again this year to Sue's boss Chris Schornack for the hot nacho machine.

Many thanks to neighbor Ed Podereski for letting the club use his lawn as the car park, and to Jeff Zorn for his two pop up canopies. Thanks to all attendees who brought some food. We had a great time, and hope to see you all next year.

Written by Jim Watch



Chris Holbrook and Roger Cotting at the Watch's home during the Woodward Cruise.



This Mini was one of a handful of LBCs actually cruising Woodward.



A couple of us saw this car, a three-wheeler, cruising later in the evening and wondered what it was and why it had a British flag. Jeff Zorn, of Little British Car Company, did some sleuthing and discovered it to be a Lomax, a British kit car. Thanks for the info Jeff!

Summer British Knights

A series of British-only Car Cruise-in nights to be held on the third Wednesday of each month through October, 2002. Evenings, from 6pm until whenever.

All British car clubs and owners are cordially invited to join the Detroit Triumph Sportscar Club in enjoying these summer evenings in the company of fellow British car enthusiasts, while also enjoying great food and spirits.

August & October:

BRAVO! Italian Restaurant
29047 Utica Road, Roseville
586-775-4500

September:

Local Color Brewing Company
42705 Grand River Ave., Novi
248-349-2600

For more information contact Dave & Laurie Carlson:
david49@aol.com 248-426-0124, or Sue Snyder:
snyldog@yahoo.com 586-979-4875.

TRF Summer Party: A Good Time Was Had by All, Eh!

Having missed the Summer Party for the last several years, I decided last winter to make it one of my priorities for this summer. Also, Roger Beliveau, an old DTSC member, working on his 13 year restoration, needed some motivation to get back to his project.

We left Thursday about 10am with perfect, sunny, 80 degree weather. Drove through to Blairsville without incident, seeing the occasional LBC going towards The Roadster Factory (TRF.) Then of course, we hit 10 miles of construction during rush hour which slowed us for half an hour, but the last 30 miles up highway 119 was clear to TRF.

After checking in at the Holiday Inn in Indiana we had a quick beer then headed out to Armagh to register. The campgrounds were already filling up. Met up with Dale Brown (England Trip) from the Windsor MG Club and an old grade school friend.

Heading back into Indiana we checked out the Irish Pub *Coney's*, on the main strip. They had a great food and a great selection of beers at \$1 a pint. Needless to say, we made the most of our Canadian dollars.

On Friday, after a late breakfast, we checked out the cars in the parking lot, then headed back out to TRF. With the great number of vendors, with new and old treasures and junk, we spent quite a time picking through. Of course we had to spend time in the TRF tent to take advantage of the 25% off and free shipping, no room left in the TR3. All day we kept running into old friends with their finished cars and stories. By noon the parking area was filling up with a huge variety of British cars to be drooled over. We skipped the TSD rally in the afternoon.

About 4pm we headed towards the drag strip in Blairsville with a planned stop at Dean's Diner for a piece of their famous homemade pie – unbelievable! Darrell

Dean, the owner, noticed the TR3 and came by to talk to us. He's an old friend of John Swauger and used to be a photographer for Sebring, Watkins Glen, etc. His first sports car was a TR3 and he spent an hour entertaining us with stories and pictures of his cars, photo career, and travels with John. When we were leaving he brought us around back to show us his latest purchase, a new Mini Cooper.

By 6pm we were at Keystone Raceway, which is under new ownership and much improved. The evening started with Valve Cover Races and the Mini Grand Prix for the kids. The evening featured live music by Bob Beach and American Music Band.

Charles had a new event called Lemans Start, which attracted a lot of cars and was very entertaining. You had about a 40 foot dash, get in the car, start your engine and drag about 100 yards down the track for your final time. Quickest time wins.

Of course the Drags were the highlight of the evening with Mark Uhlig (DTSC), at the mike giving non stop commentary. A very tough TR3 was giving some TR6's a run for their money. Several cars were over the 100 mph mark, one TR7 was consistent at 111 mph. Unfortunately, there were some serious breakdowns: a Stag (rear end), TR8 (trans), and others. All the excitement wrapped up at 11pm.

Saturday was another 90 degree, sunny day. By 9:30 we were at the university campus for the Autocross and watched the first group of 20 cars take their three runs. A TVR ran at 34 seconds, about 2 seconds faster than anybody else. By this time it was getting pretty hot what with no shade and the asphalt baking. We did a quick run through the Gymkhana set up in the other parking lot then headed back out to TRF for the Poker Run. The \$250 (equal to about \$1,000 Canadian!) cash prize was tempting to many. Unfortunately a 7, 8, 10, 10 of spades and 2 of hearts was useless.

Back at TRF many were taking advantage of the seminars under the tent. Since directions were provided to everyone for the Mountain Tour, we decided to drive it alone instead of with the other cars and just enjoy the scenery. What great roads! No wonder they drive their cars so much in that part of the country.

Back at the hotel we had another quick beer and shower and headed out to the Drive-In for the barbecue. Quite a spread, as always, with real plates, cloth napkins and silverware (so civilized!) The food was great. The only complaint we heard was the movie shown, *Reign of Fire*, instead of a 60's or 70's movie.

Sunday was an early start. A quick car wash and we were off to the farm for the car show. Set up was scheduled for 10am. Luckily the field was not wet or too dry or dusty. It made for a much more casual show which most people seemed to enjoy. Also, we all had things to do during the show: vendors, TRF sales, food, Tug of War, Grand Prix, and seminars were all still set up, as well as the live music by the Highlanders. Crabtree Photo was also set up for the panoramic which everyone enjoyed.

With a long drive home and having survived four hot, sunny days, we decided to leave at about 2:30, an hour before the awards ceremony. Overall, everyone seemed to be having a great time. The TR8's had a great turnout, someone said it was their national gathering. I was impressed by the number of vendors who also enjoyed the extra Sunday sales. Next year I might consider another location for accommodations as the only event now in Indiana is the Autocross and Gymkhana. If you're going next year make plans and accommodations early, Charles announced that VTR will be a part of the Summer Party next year, the second weekend of August. So you see, a good time was had by all!

Written by Greg Walker



Wambo Judging Method Angers DTSCers

Well, we may want to chalk up another disappointment for the 2002 event season. Although 23 DTSC members took 13 British cars to Wallaceburg, Ontario for this year's WAMBO event, we were not pleased with the way things developed with our parking situation or with awards.

After our big turnout in 2001, WAMBO organizers promised us a reserved parking lot for British cars only in 2002. With this in mind, the Carlsons and Snyders rolled in to downtown Wallaceburg bright and early – as in 8:00 am – on Saturday, expecting to set up in our specially reserved area. What a surprise to find a couple of hot rods



already parked in the same place! We went to show organizers to inquire about the situation and were told that the others would be asked to move if we needed the spaces. Needless to say, this did not happen, and in fact, several other cars (not British) also parked in this lot. By noon, the 14 British cars that did manage to get into our reserved places were crammed into 8 parking spaces and a driveway! To add insult to injury, we were surrounded by some massive examples of customization and chrome.

In spite of this disappointment, DTSC made the most of the day, spectating and viewing all the other cars and the many wooden boats on hand. There was also a very impressive display of old fire trucks and rescue vehicles. The entire Wallaceburg mercantile community was into the event, and all the shops, pubs and restaurants were open for business, giving participants and spectators much to do and see. Some of us even made it down to Post 18 of the Royal Canadian Legion to enjoy their hospitality. DTSC members attending were Mike Bilyk (TR4,) Dan Campana (Jensen Healey,) Dave & Laurie Carlson

in their newly acquired BRG TR250, Bill & Denise Goin (TR4,) Dave & Maureen Jonker (MGA,) Wayne Larose & Julie Derikx (Mini,) Ken & Judy Pardonnet, Mike & Sharon Simon (TR4A,) Wayne & Betty Simpson (TR3A,) Dave & Sue Snyder (GT6 & MGB,) Larry & Sue Tomaszycski (Spitfire,) John Uloth (TR6,) and Paul & Terry Wild (TR3.)

We all enjoyed the classics, especially the parade of all the fire trucks with sirens blaring, and the antique boats cruising up and down the river. During the mid afternoon hours, the crowd was treated to an aerial display by some classic WWII vintage aircraft. Soon after, it was time for the car show awards presentation. Participants gathered around with high hopes for an award, and the DTSC members were no exception. Judging by the number of awards in evidence, we were pretty sure our cars might earn a couple of prizes. We were quite dismayed when show organizers announced that, "because all of the cars are so nice it is impossible to judge them" the awards would be presented by drawing entry numbers. In other words, trophies were presented based on the luck of the draw, rather than on merit. What a deal! Well, this was certainly a first for most of us, and although three DTSC cars got lucky, the winning of a "Best in Show" trophy under these conditions was hardly anything to get excited about. We did have



one bright spot, however, as DTSC again received an award for Club Participation. Hey, we at least earned this one!

Once all the trophies had been handed out, we returned to our cars to pack up and head for the border. Most of the members expressed some disappointment with the awards, although we all thought the event was otherwise a success. Whether we will return or not in 2003 remains to be seen, but all in all, we had a good day.

Written by Sue Snyder

“LIGHT THE NIGHT WALK”

Memorial Park
West 13 Mile Rd.
Royal Oak, MI 48073

Friday,
September 27, 2002

Starts at 6:00pm
Ends at 9:00pm

Suggested Donation:
Anything you desire

The Light The Night® Walk is the Society's nationwide evening walk to celebrate and commemorate lives touched by cancer. Walkers carry illuminated balloons: red for participants, white for cancer survivors. Walkers also enjoy music, refreshments and the satisfaction that comes from working toward a common goal.

For more information contact:
Kristi Rankin
(800) 456-5413

Welcome New Members

Please extend a warm welcome to our newest members!

Cas Chirco
Mike Konovich
 40512 Ann Arbor Trail
 Plymouth, MI 48170
 586-725-2867
 FireplaceConnection@hotmail.com
 1972 TR6 black

Thom Phillips
Billie Phillips
 4960 Guerry Dr.
 Macon, GA 31210
 478-746-6000
 thomphillips@mindspring.com
 1964 TR-4
 1967 TR-4A

My First Triumph

From page 5

and spied the TR4 that he intended to buy the car. It was probably the easiest sale the salesman ever made.

From that day in 1966 the Triumph was in constant motion. Our first trip, barely a week after we bought the car, was to Watkins Glen for the Grand Prix. The following year, when I turned 16 and could take my driving skills past the confines of the gravel parking lot at the plant, Dad and I drove to California with brief stops in the Rocky Mountains, Pikes Peak and Banff and Lake Louise in the Canadian Rockies. Dad loved to drive and, with me and frequently without me, he managed to drive the TR4 coast to coast more than a couple of times. He drove it through all but two of the contiguous United States plus Canada and Mexico. At one point the speedometer gave up the ghost but Dad didn't feel inclined to replace the cable for a couple of years preferring to gage his speed off the tachometer instead. On a flat road 3,000 rpms in fourth gear equalled 60 miles per hour. Consequently I'm not entirely certain how many miles the TR4 has on its clock.

As much as I loved Dad's TR4 I had become distracted by yet another new Triumph. The TR6 had been on the market for a few years. Coast to coast driving in the TR4 was great but it certainly would

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From the President's Garage...

I am putting this month's words down sitting in my office at work, during some quiet time in the morning before the chaos begins. Reflecting on the summer's events thus far and recalling how much fun we have had.

If you have been reading your copy of the DTSC *Triumph Review* and following the Events Calendar, things have really been moving fast. It seems that we have had many weekends spent going from one event to another. You will be pleased to hear that the DTSC membership has done very well in the awards arena thus far this year.

The many events that we've attended this year have given us an opportunity to enlist new members and reestablish some old friendships along the way. One event which comes to mind, that I know is very significant for a couple of long time members. Steve and Peg Calkins have brought out their 1962 TR3 that Steve has been working on for twelve years, and it is beautiful! I've talked to Steve at a few of the events that he and Peg have attended in the 'three,' and you can hear the joy in his voice when he starts to talk about how happy he is to be driving his Triumph again. Being able to attend events in a car that he and Peg can be very proud of. Steve, I think I can speak for the entire membership when I say, we are proud to have a member with such a stunning car.

I wish that I could recount all the great moments that have happened at all the events this year. But I could fill this publication. If you have not attended a club event this year, open your *Review* and pick one, you won't be sorry. I'm looking forward to seeing all of you at an upcoming event.

Your President,
 Mike Simon



Steve and Peg Calkins in their newly restored 1962 TR3 on Harsens Island.

My First Triumph: Midget, TR4 and TR6

From page 9

be nice to have a couple more cylinders. Plus the TR6 was ruggedly good looking. I was a recent college graduate in 1975 and I was on the hunt for a reasonably priced TR6. For a college kid a "reasonably priced" sports car was basically a parts car. A beater. But Dad was also looking and he spotted a very nice one-owner '73 yellow TR6 in a Cleveland newspaper. He met the owner, test drove the car and worked out a deal. The car had only 8,000 miles on the odometer when we purchased it in 1975. I financed the car through Dad and I paid him off in full within a couple of years. This is the same TR6 I have today which now has over 70,000 miles on it.

And, as was the case when Dad bought the TR4, the first thing we did was make a trip to the west coast via western Canada and back. We doubled the odometer mileage within two months.

A couple of times during this period I found myself wondering whatever happened to our MG. I have to confess that with the excitement of the purchase of the TR4 I recall only asking Dad about the MG once or twice. Dad's response was that the MG was in a good home and was being well taken care of. I will also confess that I didn't miss the cankerous little car much. It was fun but when the drum brakes would get hot they would lock up and there was simply nothing to do but stop the car and get out for a rest until the brakes cooled. Overpowering the heated brakes with roughly 36 horsepower was simply not possible. In due time we would learn how to adjust the brakes. But back then we didn't know much about sports car maintenance except for the basics. We figured hot brakes and electrical failures were all part of the aura of the sports car lifestyle. It was an opportunity to meet other sports car owners on the road who were also victims of mechanical failures. When the brakes got hot it was prob-

ably a good time to take a rest anyway.

But the MG was gone and Dad, sometimes with my mother, would take his treks in the TR4 and I would take my treks in my TR6. It was a late fall weekend when Dad called to ask me to visit their house to check on their water heater. I thought it was a strange request. The water heater was relatively new. But I drove down from my house in Michigan on a Saturday afternoon to check it out. I had put my TR6 in my parent's garage for the winter right next to his TR4 so it was a good opportunity to check on both cars. As I opened the door leading to the garage I knew immediately something was different. Instead of the two Triumphs in the garage there were three



Mark's 1973 TR6 and 1966 TR4.

cars all abreast in the two car garage, the two TRs and ... the MG Midget! I was dumbstruck. Where the hell did that come from?, I recall asking. I assumed Dad had borrowed the car from the owner to surprise me. No. The fact was that Dad was the owner. He never sold the car but instead, unbeknownst to everyone in the family, after he bought the TR4 Dad had driven the MG to a friend's farm and had the car stored in his barn. The MG remained in the barn for 15 years before Dad decided to bring it out of hiding.

Dad passed away in 1999. I still miss him and all of our wonderful sports car trips. I think of him every time I sit in or drive the Triumphs or the MG. I still have all three. The TR4 was driven to Red Wing, MN this summer for the VTR. And the TR6 will be heading to Columbus for the 6-Pack event later this year. The MG is awaiting a cash transfusion and a new water pump.



Tony Reinowski Memorial Award

Call for Nominations

The DTSC will honor the memory of long-time Club member, friend and devoted Triumph enthusiast, Tony Reinowski, who passed away shortly before our Year End Party in January of this year. The Club will present the first annual "Tony Award" at the next YEP in January of 2003.

Please remember Tony's quick wit and outgoing personality, as well as his great storytelling abilities and enthusiasm for British cars as you consider candidates for this award. Remember also, Tony's always smiling and friendly approach to members, new and old alike. Tony always made a point of including new and prospective members in activities and conversations.

As the former treasurer (for many years,) Tony was very active and attended most Club events. He acted as our "ultimate shopper," always finding the best deals on door prizes. Tony took pride in making the DTSC better and more enjoyable for members. As a board member, his ideas were most respected, and his knowledge and opinions valued.

I mention all these things about Tony because I would like you to consider them, as you think of a club member whom you would like to nominate for the Tony Award. Please send nominations in writing and include the member's name, and why you think they should receive this honor. Include a description of how the person reminds you of Tony and which Tony qualities he or she demonstrates the most.

Nominations will be accepted until
November 1, 2002

Send nominations to:
Dave Snyder
39148 Boston
Sterling Heights, MI 48313

August 6th Board Meeting Summary

Attendance: In alphabetical order, Pat Barber, Tamara Barber, Dan Campana, Blake Discher, Ken Pardonnet, Dave Snyder, Sue Snyder, John Uloth, and Jim Watch.

The meeting was called to order at 8:15pm. Dave Snyder welcomed the board and made a reminder that the new starting time was delayed 15 minutes to allow the police officers to leave the bar area and start their meeting.

Committee Reports:

Membership: Membership total is currently at 151 per Dave Yonker.

Most Driven: Mr. Uloth reports numbers are still coming in to tally.

Participation Points: Roger Cotting has been busy, no report or numbers to Blake.

Treasury: BOTB pre-registration is down. We usually have at least 150 registrants by this time. We will remind members at the meeting to pre-register. Blake will email a reminder to members.

Web site: Mr. Barber mentioned that he has a \$155.00 bill for the online services.

Recent Activities:

July 14: Scholz Auto Fest was held at Capac MI. Reportedly it was a fun time

July 15-20: VTR Convention in RedWing MN. We had a good turnout and brought home a handful of trophies. It was a long drive in hot weather but we all made it home safely. Pennsylvania is being discussed at the next possible venue.

July 17: Summer Knights. 25 cars attended to the monthly gathering at Local Color Brewery.

July 28: The Snyders hosted their annual swim party. Seventeen British cars and five "others" graced their lovely lawn.

August 3: Wine and Dine at Trackside received good reviews. An estimated 40-45 people attended the event sponsored by Roger Cotting.

August 4: Eleven cars were in attendance at Larry's Island Beach Party on Harsen's Island.

Old Business:

- Club Longevity Awards were discussed. This is temporarily on hold until we can further look into the cost effectiveness. It may be cost prohibitive.
- Year-End Party. Mr. Barber mentioned that he is still waiting for a response from the Ford Yacht Club regarding the usage of their dining facility. He will report when it is available.
- Tony Reinowski Memorial Award. Keep this worthy award in mind as you review our club members.
- Election of Officers. Volunteer if there is a position that interests you. Nominations will be taken in Sept., Oct., and Nov. with the election held in December. If you are no longer interested in holding a position, let Dave know to help him begin searching for a replacement.
- Kart 2 Kart. Date is set for Sunday, November 24 from 12-3 PM. Cost will again be \$15.00 to be donated to a charity yet to be selected. Give your idea on a worthy cause to a board member.
- Hard Luck Award. Make your nominations known. A decision should be made in mid-late November.
- 2003 Calendar. Give Mr. Snyder any known dates for events already planned. A notice in the Review will be made to this effect.
- Membership survey. Mr. Barber handed out copies of the survey he prepared. Suggestions for improvement are welcome.

New Business:

- Fall Colour Tour. We need an organizer for this event. Andy and Gretchen can't host it this year but Laurie Carlson may be interested in taking on the organization of this activity. We will ask at Member Meeting if anyone wants to handle this event.
- Winter Activities. Suggestions are needed. We'll need to get the details in place soon. Possibilities are the "garage tour", Frankenmuth, Detroit Public Library, Pinewood Derby.
- Christmas gift donation. We previously had members bring unwrapped gifts to the meetings in November and December for donation to a children's charity. We missed doing it last year and it may be something we again want to encourage. The receiving organizations are always grateful.
- December Meeting Christmas Party. Possibly having members bring items for pot luck and snacking prior to the meeting. We'd start an hour earlier that night.

The meeting was adjourned at 9:07

Respectfully submitted by Tamara Barber, DTSC Secretary

For Sale and Items Wanted

1971 TR6 Very nice example of desirable "early" TR6, owned and maintained (and driven 3,000-4,000 miles/year to many DTSC events) by same owner for past 10 years. Damson (burgundy) w/ black interior. All major components (engine, trans, O/D, differential) are original and correct. "A" type overdrive, Panasport type alloy wheels with BFG Touring T/A radials, new seats, convertible top w/ reflective stripes and zip-out window, top cover & tonneau. New brake system, front & rear suspension & steering rack, stainless exhaust system and many other mechanical, electrical and other replacements and upgrades too numerous to list here. Asking \$12,000 to a "good home". For additional details, questions or photos, etc. please contact Terry Walters at twalters@twmi.rr.com or call 734-464-8149. (9/02)



For Sale: New, still in the box, "Made in England" TR6 sheetmetal: Front fenders (l&r), rear fenders (l&r), associated fastener kits, rocker panels (l&r) and rear deck filler neck center section. Willing to sell the lot for what I paid and I'll "eat" the truck freight costs (front fenders) and UPS shipping (other pieces). Have the TRF Invoice to demonstrate costs. May consider selling in pairs, etc. if entire lot does not move after a reasonable time. Please contact Terry Walters at twalters@twmi.rr.com or 734-464-8149. (9/02)

Wanted: Rear fenders (steel) for TR4/4A/250. Must be in excellent to easily repairable (e.g. pin holes only) condition. Please call Terry Walters, 734-464-8149, email: twalters@twmi.rr.com (8/02)

TR3 Radiator, one year old with hand crank hole \$100. Mike Bilyk 248-601-9658. (8/02)

MGB and Midget body panels, all new, made in England. James Savage 248-689-7259. (8/02)

For Triumph TR3A 1959: 5 rims (recently sandblasted and painted) with tires, 4 hubcaps with medallions, 2 SU carburetors. Paul Wild 248-344-9848 or ptwild@comcast.net (7/02)

Triumph TR 2-8, Spitfire, GT6, Stag, Herald, Vitesse & TR10 PARTS. Call Ed at 248-828-8243 or email needs to trispare@aol.com

For Sale and Items Wanted ads are published in the DTSC Review as a free service for our members and others with items of interest to our members. Ads are printed for three consecutive issues or the editor's whim, taste and fancy unless a longer duration is requested. Send info to review@detroittriumph.org.



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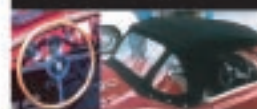


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